

11 November 1998



Maintenance

HOT BRAKES INSTRUCTION

NOTICE: This publication is available digitally on the HQ AFRC WWW site at: <http://www.afrc.af.mil> and the AFRCEPL (CD-ROM) published monthly.

OPR: 926 LG/LGMCR (MSgt Billy W. Rester)

Certified by: 926 LG/CC
(Lt Col Anthony Gonzales)

Pages: 2

Distribution: F

This Fighter Wing Instruction implements AFRPD 21-1, *Managing Aerospace Equipment Maintenance* and establishes the procedures to be followed when handling, an aircraft with a Hot Brake condition. It is the responsibility of the Operations Squadron Maintenance (OSM) Supervisors, the Command Post Maintenance Operation Center (MOC), and OSM personnel to understand and carry out the requirements of this operating instruction. References for this instruction are technical orders 1A-10A-6WC-2-4, Card 3, and 1F-10A-3-1-4CL- 1 and MULTI-COMMAND INSTRUCTION 11-A/OA10.

1. Hot Brakes. Hot Brakes are normally declared by the pilot based upon aircraft landing weight, speed, and stopping distance. If the pilot believes a hot brake condition exists, the following will take place:

1.1. Contact control tower and notify command post, and request fire department and maintenance personnel to support hot brakes.

1.2. Every effort should be made to get the aircraft to the “hot brake” parking area with the fire department standing by until the brakes have cooled for at least 20 minutes. Safety is first, under no circumstance will safety be compromised to park the aircraft at the “hot brake” area. If notified of “hot brakes” while taxiing, taxi only as far as necessary to clear taxi routes and stop the aircraft. The hot brake area is located at the arm/de-arm area of the active runway.

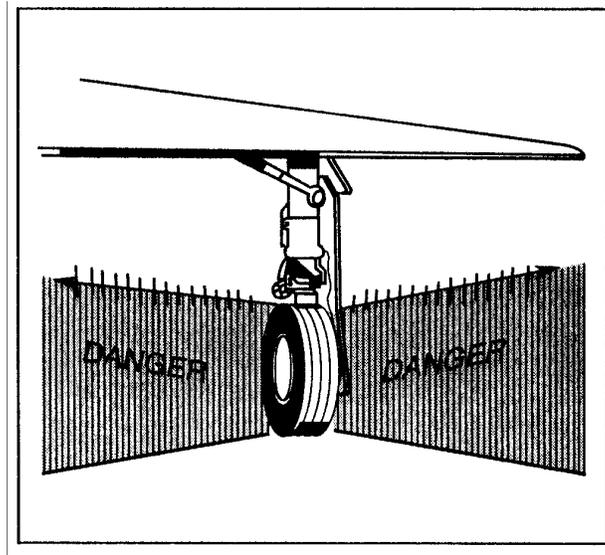
1.3. In a congested area, consideration must be given to the evacuation of nearby aircraft and personnel in the event of fire or tire failure. Since debris from an exploding tire will normally travel outboard in relation to the aircraft, the pilot will attempt to align the aircraft so that danger to ground personnel and aircraft is reduced.

1.4. Upon notification of hot brake condition, Maintenance personnel will respond to the aircraft with chocks, ground cord and headsets. Upon arrival the Senior Fire Officer assumes command of the situation. Maintenance personnel will take over when declared safe by Fire Department.

2. Procedures. Procedures for suspected hot brakes found by maintenance personnel on the parking ramp.

WARNING

Insure that minimum personnel are exposed to the explosive area of an aircraft with a hot brakes condition. Do not approach landing gear from either side; approach only from the front or rear.



2.1. Suspend maintenance and evacuate personnel 300 feet of suspected hot brake aircraft and aircraft parked on either side if applicable. If parking spot is on the end of a parking row, ensure vehicle traffic is routed away until danger has passed. Chock nose landing gear. The landing gear pins will not be installed in the gear with hot brakes. Direct pilot to shut down engines if needed. Notify Maintenance Control to dispatch Fire Department. Monitor wheel and tire for 20 minutes. This allows time for the heat to build up to it's maximum for melting of wheel fuse plugs, which melt at a temperature of 390 degrees Fahrenheit. If the fuse plugs do not melt after 20 minutes the brake is considered not hot. Resume maintenance on the affected and adjacent aircraft.

2.2. *When aircraft deploy to TDY locations:* Upon arrival to the TDY base. The OSM NCOIC will contact the base fire department to obtain the location of the hot brake area and hot brake procedures.

JIM G. MILLS, Colonel USAFR
Commander